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## Allen-Scott Report

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# Fulbright-CIA

## Tiff Up in Air

By ROBERT S. ALLEN

CPYRGHT and PAUL SCOTT



Mr. Allen

STATINTL

It is now squarely up to Senator J. William Fulbright to fight or cut bait on his demand for a voice in supervising the activities of the Central Intelligence Agency.

Flatly rebuffed by the Senate's Joint CIA "Watchdog" committee, Fulbright is faced with either dropping his proposal or taking it to the full Senate.

Inside indications are the Arkansan will resort to the latter.

This likely public clash was precipitated by a letter Fulbright sent the Joint "Watchdog" committee asking that it be expanded to include five members of the Foreign Relations Committee, which he heads.

That was unanimously rejected by the bi-partisan seven-member joint committee, headed by Senator Richard Russell, D-Ga.

The committeemen also agreed among themselves to oppose an alternative move threatened by Fulbright—to introduce a resolution calling for the setting up of a special 15-member committee with jurisdiction over the CIA if his expansion plan was turned down.

In effect, the joint committee challenged Fulbright to raise this issue in the full Senate.

The committee has been assured of the full backing of President Johnson.

Committeemen have been told Senator Russell was personally given this word by the President. The latter is credited as saying he is against "having Fulbright meddling in the affairs of the CIA."

This hostility is no surprise. In recent weeks, the Arkansan has been increasingly critical of administration foreign policies, with resulting severely strained relations between him and the president. Fulbright's attitude also has antagonized Russell and other strong supporters of the war in Viet Nam.

Indicative of this backstage feeling is the caustic comment attributed to Russell, who is also chairman of the Armed Services Committee:

"If the Foreign Relations Committee was given representation on the joint watchdog committee, there would be nothing to prevent Fulbright from designating such foes of the CIA as Wayne Morse and Eugene McCarthy. That's the last thing the President wants."

Five members of the joint committee are

Senators Carl Hayden, D-Ariz., chairman of the powerful Appropriations Committee; John Stennis, D-Miss., chairman of the Armed Services Preparedness Subcommittee; Stuart Symington, D-Mo.; Leverett Saltonstall, R-Mass.; Margaret Chase Smith, R-Me., and Milton Young, R-S.D.

The "watchdog" committee meets with CIA authorities on an average of once a month for a report on and discussion of the agency's activities.

Senator Fulbright had no better luck in trying to pressure CIA Director William Raborn into answering certain questions.

This polite but firm rebuff occurred at a closed-door meeting of the Foreign Relations Committee, which Raborn was to brief on a wide range of information. He had barely gotten started when Fulbright began questioning him. Raborn balked at answering some of them.

"On certain matters," he explained, "I will have to invoke presidential privilege."

Visibly annoyed, Fulbright testily demanded whether the CIA head would answer those questions if asked by the joint "watchdog" committee. Raborn readily admitted he would.

"I will answer any questions by that committee," he said, "because it has jurisdiction over our operations."

Glaring angrily at Raborn, Fulbright curtly announced the meeting was over.

"There is no use of our proceeding further and wasting our time," he snapped. "As chairman of this committee, I refuse to be bound by any limitations in our interrogation of government officials."

That ended the meeting. The next move is up to Fulbright. It remains to be seen what he does—if anything but talk!

Russia has grandiose ambitions for its new trim, sleek 19,000-ton luxury ship, the Alexander Pushkin.

Moscow is putting out feelers for stop-over privileges in a U.S. port.

That's what Ambassador Foy Kohler has reported to the State Department. He has been soundbitten on the possibility of opening negotiations for an agreement under which the Soviet liner would be allowed to dock in a U.S. port, probably New York, for a cruise run.